

1894

ALLAN LINE



HANDBOOK

CONCISE AND USEFUL
INFORMATION FOR
INTENDING
EMIGRANTS
To Canada
and the United States.

Free Grant Lands in Manitoba and the North-West Territories.

FREE grants of one-quarter section (160 acres) of surveyed agricultural land may be obtained by any person who is the sole head of a family, or by any male who has attained the age of 18 years, on application to the local agent of Dominion Lands in Canada, and on payment of an office fee of \$10. At the time of making entry, the homesteader must declare under which of the three following provisions he elects to hold his land, and on making application for patent, must prove he has fulfilled the conditions named therein.

1. By making entry and within six months thereafter erecting a habitable house and commencing actual residence upon the land, and continuing to reside upon it for at least six months in each year for the three next succeeding years, and doing reasonable cultivation duties during that period.

2. By making entry for the land, cultivating it for three successive years, so that at the end of that period not less than forty acres be under cultivation; residing for at least six months in each year during that time within a radius of two miles of the homestead; and erecting a house upon the homestead, and residing in it for three months next preceding the application for patent.

3. By making entry and, within six months from the date thereof, commencing the cultivation of the homestead; breaking and preparing for crop within the first year not less than five acres; cropping the said five acres, and breaking and preparing for crop not less than ten acres in addition, and erecting a habitable house thereon before the expiration of the second year, and thereafter residing therein and cultivating the land for at least six months of each of the three years next prior to the date of the application for patent.

Persons making entry for homesteads on or after September 1st in any year are allowed until June 1st following to perfect their entries by going into actual residence.

The only charge for a homestead of 160 acres is the entrance fee of ten dollars.

In the event of a homesteader desiring to secure his patent within a shorter period than the three or five years, as the case may be, he will be permitted to purchase his homestead at the Government price at the time on furnishing proof that he has resided on the land for at least twelve months subsequent to date of entry, and has cultivated 30 acres thereof.

GOVERNMENT BONUS TO EMIGRANTS WHO SAIL PREVIOUS TO MARCH 1ST, 1894.

The Canadian Government grant a Bonus of \$10 to every head of family taking up not less than a quarter section (160 acres) in Manitoba, the North-West Provinces or British Columbia, and \$5 to each member of family over 12 years of age. Single men of 18 years and over who take up 160 acres will also get a Bonus of \$10. These Bonuses apply only to settlers on lands which may be acquired by Homestead Entry, or by purchase from the Government of Canada, or lands which may have been granted in aid of the construction of railways. Certificates for the Bonus will be issued at the Offices of the Allan Line or by any of the Company's Agents at the time of booking. This Bonus will not apply to passengers sailing after March 1st, 1894.

PRACTICAL AND USEFUL INFORMATION FOR INTENDING EMIGRANTS.

WHERE TO EMIGRATE.

THE object of this Book is not so much to describe a Colony as to give a few practical directions to those who are about to emigrate, but as

CANADA

is at present receiving so much attention from all classes in this country, we may venture to combine with our useful hints a short outline of

THE NEAREST BRITISH COLONY.

The Dominion of Canada extends from the Atlantic to the Pacific Ocean. Its area is 3,456,383 square miles, and according to the census taken in 1881 the population at that time numbered 4,324,810. Up to the end of 1891 the inhabitants are estimated to have increased to about 5,000,000. It possesses thousands of square miles of the finest forests on the continent, widely spread coal fields, extensive and productive fisheries, and rivers and lakes that are among the largest and most remarkable in the world. The country is divided into eight provinces, as follows:—1, Nova Scotia, containing 20,600 square miles. 2, New Brunswick, containing 28,200 square miles. 3, Prince Edward Island, containing 2,000 square miles. 4, Quebec, containing 228,900 square miles. 5, Ontario, containing 222,000 square miles. 6, Manitoba, containing 73,956 square miles. 7, North-West Territories, containing 2,497,427 square miles. 8, British Columbia, containing 383,300 square miles.

The government of the country is administered by a representative of her Majesty, whose official title is Governor-General, and is conducted on the English basis of the responsibility of the Ministers to the House of Commons, which is elected for a term of five years. The franchise is practically extended to every household.

There is also a perfect system of municipal government in the provinces constituting the Dominion. Both the counties and townships have their local councils, which regulate the taxation for roads, schools, and other purposes, so that every man directly votes for the taxes he is called upon to pay.

With regard to social life in Canada, there is a careful preservation of those traditions which give the general features to English society, but there is no feudal nobility in Canada; almost every farmer and agriculturist is the owner of his acres—he is his own master, and is free to do as he wills. This sense and state of independence permeate the whole social system, and produce a condition of freedom unknown in older countries. Altogether, a Canadian is able to look with pride and satisfaction upon the free and independent position which he enjoys.

Religious liberty prevails and persons of all denominations will find abundant facilities in the Dominion for the practice of their faith. As regards Education, Canada was in the enjoyment of a well-organised educational system long before School Boards were established in England.

Agriculture forms the principal wealth of the Dominion at the present time; but it is taking a place as a manufacturing country, and its growth in this respect is most remarkable. In the year 1892 the declared value of goods imported into Canada was 127,406,068 dols., and that of goods exported was 113,963,375 dols., making a total of 241,369,443 dols. The principal exports were: mines, 5,905,628 dols.; fisheries, 9,675,398 dols.; timber, &c., 23,368,167 dols.; animals and animal products, 28,594,850 dols.; agriculture, 22,113,284 dols.; manufactures, 5,955,408 dols. The wonderful growth of the country's resources will be seen when it is stated that in 1868 the imports were 73,459,644 dols.; and the exports 57,567,888 dols.

In a country like the Dominion of Canada, extending northward from the 42nd parallel of latitude, and east to west for 3,000 miles, the climate is naturally variable; but to speak generally, the summers are hotter than in England, and the winters colder. But neither the summer heat nor the winter cold are disadvantageous to the inhabitants or to the productiveness of the land. The warmth of the summer months extends the range of production in grains from oats and barley to wheat and maize; in fruits, from apples and pears to peaches, grapes, melons, nectarines, and apricots; and, in vegetables, from potatoes, turnips, carrots, and cabbages, to the egg plant and tomatoes. The winter temperature is at times much below zero; but the air is so dry and so exhilarating that its effect upon the body is not nearly so great as the winter in a more humid climate. To agriculture, snow and ice mean protection to the land almost as valuable as a covering of manure. They convert the surface of the earth into roads equal to turnpikes in any direction, over which millions of tons of produce of all kinds are transported at a minimum cost, affording employment for men and horses when cultivation is arrested by the frost.

PEOPLE WHO SHOULD EMIGRATE.

For particular information on this point intending emigrants are recommended to read carefully through the different pamphlets, which can be obtained free of charge from any of the Allan Line Agents, but the classes generally most successful are

Persons with Capital.—For this class Canada affords unlimited openings. They can engage in agricultural pursuits, taking up free grant lands, or purchasing the improved farms to be found in advantageous positions in every province; or in mining, or in the manufacturing industries; or, if possessed of a settled income, living will be found to be much cheaper in Canada, with the benefit of a fine, healthy climate, magnificent scenery, abundant opportunities for sport, and facilities for education not to be excelled anywhere.

Tenant Farmers.—For Tenant Farmers the country offers many advantages. Improved farms are cheap; free grants can be obtained by those prepared for the inconveniences of pioneer life; the soil is fertile, the climate ensures the growth of all the crops produced in Great Britain, while grapes, peaches, tomatoes and similar fruits grow and ripen in the open air; there is a large and growing market in the Dominion and in the mother country for all the cereals, live stock, and general farm and dairy produce available for disposal. On the other hand, taxes are light, and labour-saving appliances cheap and in general use.

Manitoba and the North-West Territories are especially adapted for the settlement of small tenant farmers, having say from £200 to £400. Such men, accustomed to farm work, would, by industry and thrift, be sure to be successful.

Male and Female Farm Servants.—There is a large and growing demand for male and female farm servants in every part of the Dominion, owing to the rapidity with which land is being brought under cultivation. Machinery of various kinds is in daily use, but labour is very scarce notwithstanding, and good hands can always find constant and remunerative employment. Many persons of this class who started as labourers now have farms of their own in some of the finest parts of the Dominion. This result, however, does not naturally follow in every case, but is the consequence of hard work, energy, intelligence, perseverance and thrift, which are the elements necessary to ensure success in every country.

Market gardeners, gardeners, and persons understanding the care of horses, cattle and sheep, may also be advised to go out.

Domestic Service for Females.—In every city, town and village, female domestic servants can readily find employment. The wages are good, the conditions of service are not irksome, and comfortable homes are assured. Domestic servants should go at once on their arrival to the nearest Government agent who will give the best and most reliable advice gratis; these officers often have in their offices a list of vacant situations; and will refer applicants to the local ladies' committee, so that they may have the benefit of such supervision and guidance until they are satisfactorily placed. Servants should, however, take their characters with them, and must bear in mind that good records are just as indispensable in Canada as elsewhere. They may safely go out at any time of the year and be certain of obtaining a situation at once, but should remember always to have funds enough in hand on landing to take them to the places in the interior where their services are required.

General Labourers, Navvies, skilled and unskilled; for these there is always a large and increasing demand.

Mechanics of various descriptions. The field for mechanics is not so unlimited as that for agricultural and other labourers, but those who go out at the proper season, and are willing to take the first work that offers, are sure to find good employment.

Canada offers great facilities for flax growers, dressers, spinners, &c., but this industry requires to be developed.

THE TIME TO EMIGRATE.

The best time for the labouring classes (agriculturists and others) to leave home is from the beginning of March, as they then arrive in Canada at the commencement of the spring, when there is a greater demand for them than at any other season of the year. Female Domestic Servants may go out any time, as they are always sure of employment. Persons with capital may also go out at any time with the certainty of finding profitable investments for their money.

HOW TO CROSS THE ATLANTIC.

When the Emigrant has decided to make his home in Canada or the United States, the first step is to find out the best way to get there. The "**Allan**" **Royal Mail Line**, with its regular sailings to Quebec, Montreal, Halifax, Portland, Boston, New York, and Philadelphia, affords exceptional facilities and a splendid choice of route, and the Emigrant should go at once to the nearest Agent of the "**Allan**" **Line** and procure a passage ticket. This can be done by a payment of £1 for each adult, and 10/- for each child. The balance to be paid before the passengers embark; or if desired the passenger can pay the full amount of fare when securing the berth. If the intending passenger does not reside near an Agent, he should send a Post Office Order to the Company's office (made payable to Allan Brothers & Co.), and state the name in full, age last birthday, the date of sailing, the class of berth required, and the destination. A ticket will then be sent by return of post. It is always best for passengers to purchase their tickets before leaving home, as by so doing they secure their berths and are supplied with the address of a boarding-house Agent, authorised by the Company, who will meet them on arrival at the port of embarkation, provide board and lodging and attend to the shipment of baggage, at fixed moderate charges, and take care of them, generally, until they are on board the steamer. The "**Allan**" **Line** gives very careful attention to the treatment of emigrants whilst in Liverpool, and the boarding-house keepers, who are recommended, are responsible to the Company for the proper discharge of their functions.

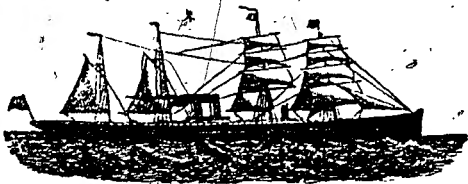
The "**Allan**" **Line** is unrivalled in the Canadian trade, and the steamers are the largest and fastest on the route. The Line has been much patronised by the Royal Family. The Princess Louise crossed several times, and on a personal inspection of the steerage expressed herself much pleased with the food and accommodation.

Strict discipline is maintained. All the officers have been many years in the service, and consequently, are experienced and skilful navigators.

The passage across the Atlantic to Quebec is the shortest, the average voyage land to land, not being more than six days; once within the Straits of Belle Isle ocean travelling is over, the steamers then proceeding through the Gulf and the beautiful River St. Lawrence for hundreds of miles to Quebec.

BEATING THE RECORD.

A Correspondent writing from Rimouski, August 24th, 1888, says:—"Many quick passages have been recorded between Queenstown and New York; but the Allan Line Steamer 'Parisian'.



has beaten the record so far as time between land and land is concerned. After taking in the mails at Moville on Friday the 17th, the journey to Quebec was commenced at 5 p.m.; Tory Island being passed at 8.35. At 1.45 on Wednesday, Belle Isle was passed, and the Captain was able to announce that the Atlantic had been crossed from land to land in 4 days 17 hours and 10 minutes. This is said to be the quickest run ever made across the Atlantic from land to land.

The S.S. "PARISIAN," 5,365 tons, is the largest steamer of the fleet, and is one of the most comfortable vessels afloat.

Everyone who has crossed the Atlantic knows how welcome the sight of land is to passengers. The journey to any part of the West is easily accomplished by this route, and the traveller can enjoy the beautiful scenery on the River St. Lawrence, Lake Ontario, with its famous Thousand Islands, and the Falls of Niagara by the way.

WHAT TO TAKE.

For use during the voyage Steerage Passengers are recommended to hire the outfit provided by the Line, which consists of Wood's Patent Life Preserving Pillows, Mattress, Pannikin to hold 1½ pint, Plate, Knife, Nickel-plated Fork, and Nickel-plated Spoon. The charge for the use of these articles for the Voyage is 3s. 6d. per Adult, and 1s. 9d. per Child between the Ages of Two and Twelve Years; leaving passengers to provide bed-covering only, a rug or blanket being sufficient. The hire of the outfit necessary for use on board ship is recommended in preference to actual purchase, as the articles are valueless on shore.

The outfit can be hired when the Emigrant procures his Ticket. This saves trouble, as it is sent on board the steamer without any inconvenience or expense to the passenger.

The emigrant should take with him as good a supply of strong warm clothing as he can. Woollen clothing and other kinds of wearing apparel, blankets, house linen, etc., are generally cheaper in England than in Canada. Generally all bedding should be taken and the covers or ticks of the beds, but not the materials with which they are stuffed, as these would be too bulky, and can readily be obtained on arrival. Boots and shoes can be purchased to better advantage in Canada, being better adapted to the climate; the English hob-nail boots are altogether unsuitable in many parts of the country.

Many of the little household necessities which the emigrant possesses he might do well to bring, and they may prove very useful; but still it is advisable to consider well the weight and bulk, and how far it is worth while.

Articles of household furniture, crockery, stoves, or heavy articles of hardware should be left behind or sold, except in some circumstances for special reasons which the emigrant will consider. It must be borne in mind that such articles are very liable to breakage, especially on long railway journeys to the West.

Agricultural labourers should not bring any of their tools with them, as these can be easily got in Canada, of the best kinds, and suited to the needs of the country. Generally speaking, the farming tools used in England would not be suitable for Canada.

Mechanics are advised to take such tools as they have, particularly if specially adapted to their trades; but they must bear in mind that there is no difficulty in buying any ordinary tools in Canada at reasonable prices, and that it is better to have the means of purchasing what they want after reaching their destination than to be hampered with a heavy lot of luggage on their journey, causing them trouble and expense. As a general rule, the tools made in Canada are lighter and better adapted to the needs of the country than those made in the old country.

LUGGAGE.

All luggage should be plainly marked with the passenger's name, port of landing, and final destination; it should also be labelled for the class in which the passenger intends to travel. The Company supplies adhesive labels for this purpose, but it is recommended that on rough wood boxes the address should be inked or painted on the wood, while for canvas bags and such like, linen tie labels should be used.

Luggage is charged by measurement on the Steamer, and by weight on the Railway.

On the Steamer the free luggage allowances are:—For Saloon Passengers twenty cubic feet per adult, for Second Cabin Passengers fifteen cubic feet per adult, and for Steerage Passengers ten cubic feet per adult, children half allowance. Ten cubic feet is equal to a box about 2ft. 6in. long, 2ft. wide and 2ft. deep. Five cubic feet is equal to 2ft. 6in. long and 2ft. in width and 1ft. in depth. Luggage in excess of the free allowance is charged at the rate of 1s. per cubic foot.

Articles wanted on the voyage should be put into a bag or small box, not exceeding 14in. in depth, which the passenger will take into the sleeping compartment. Packages required during the voyage should not in any case be more than fourteen inches high.

Luggage not wanted on the voyage will be stowed in the hold of the vessel. There is no fixed limit for the size of packages not wanted on the voyage, but it is desirable that no piece of luggage should exceed 250 lbs. in weight.

On the Canadian and American Railways, the free allowance is 150 lbs. per adult. The Canadian Pacific Railway make an extra allowance to passengers booking to Manitoba and the Canadian North-West Territories.

Every precaution should be taken for the safety of luggage. It should not be lost sight of until it is on board the Steamer, and the same vigilance should be used at the landing port. On arrival at the port of landing, the luggage is examined by the Customs Officers, and that belonging to passengers booked inland is "checked" to its destination; that is to say:—a metal "tally" with a number stamped on it, is attached to each package, and a corresponding "tally" is handed to the passenger, to present when taking delivery of the property. Before entering the train, passengers should take care to have their luggage properly checked, and the railway company will then be responsible for it.

When changing trains, passengers should see that their luggage is transferred to the train by which they are to travel.

Settlers' effects are admitted free of Customs Duty if they come within the terms of the following clause of the Customs Tariff:—

Settlers' Effects, viz.:—Wearing apparel, household furniture, professional books, implements, and tools of trade, occupation, or employment, which the settler has had in actual use for at least six months before removal to Canada, musical instruments, domestic sewing machines, live stock, carts, and other vehicles, and agricultural implements in use by the settler for at least one year before his removal to Canada, not to include machinery or articles imported for use in any manufacturing establishment, or for sale, provided that any dutiable article entered as settlers' effects may not be so entered unless brought with the settler on his first arrival, and shall not be sold or otherwise disposed of without payment of duty until after two years' actual use in Canada: provided also that, under regulations made by the Ministers of Customs, live stock, when imported into Manitoba or the North-West Territory by intending settlers, shall be free, until otherwise ordered by the Governor-in-Council.

DURING THE VOYAGE.

Passengers should make themselves acquainted with the rules of the ship as soon as possible after embarking. Copies are hung up in different parts of the ship. Every person is required to be well-behaved and keep himself clean, as this adds much to the comfort and health of all. Any complaint a passenger has to make should be made to the Captain, who will, if possible, remedy the cause of grievance.

THE ARRANGEMENTS FOR THE BERTHING

of Steerage Passengers are everything that could be desired to make them comfortable. The compartments are warm, well-lighted and well-ventilated. An important feature is the separation of the sexes in the sleeping accommodation. The *Liverpool Daily Post* has the following amongst other remarks which appeared on the subject:—
"With reference to sleeping accommodation for males and females,

the plan adopted on the Allan Line appears to us to be the best and if we may be permitted to say so, the only possible arrangements, consistent with decency and decorum. The general custom which, curiously enough, prevails, is to place married people and their families in separate cabins. Now in most vessels these cabins are constructed to accommodate about twenty persons, and in some cases twenty-four. Consequently from four to six families are put into one cabin. It is only necessary to remember that people undress when they go to bed, and that fathers of families in the process are not different to other people, and for a man to undress in the presence of other men's wives cannot be proper. After a full consideration of the subject the conclusion is forced upon us that the only proper course is the complete separation of the sexes as to their sleeping, and this is in fact the practice of the Allan Line alone among the companies of Liverpool."

It must, however, be clearly understood that the sexes are allowed to be together at meals, and at all times except during the hours of sleeping.

Passengers are provided with an unlimited supply of *cooked* food. The provisions are carefully examined by a Government Medical Officer immediately before the commencement of *each* voyage.

The Second Cabin accommodation is very comfortable considering the rate that is charged for this class—the fare includes food (as per the undermentioned Bill of Fare) and all necessaries on board the steamer, and the cabins as a rule contain four berths only in each room.

BILL OF FARE FOR SECOND CABIN PASSENGERS.

	BREAKFAST. 7-30 A. M.	DINNER. NOON.	TEA: 5 P. M.
SUNDAY . . .	Coffee and Tea, Fresh Rolls, Butter or Marmalade, Bacon and Eggs, Irish Stew, Porridge.	Soup, Roast Beef and Potatoes, Pickles, Plum Pudding and Brandy Sauce, Cheese, Dessert.	Tea, Fresh Bread, Butter or Marmalade, Cold Meat, Pickles, Cheese, Gruel.
MONDAY . . .	Coffee and Tea, Fresh Rolls, Butter or Marmalade, Beefsteak and Onions, Fried Potatoes, Porridge.	Soup, Corned Beef and Vegetables, Pickles, Potatoes, Hot-Pot, Bread and Butter Pudding, Cheese.	
TUESDAY . . .	Coffee and Tea, Fresh Rolls, Butter or Marmalade, Fish Hash, Liver and Bacon Porridge.	Soup, Mutton—Roast or Boiled, Beefsteak Pie, Pickles, Potatoes, Suet Pudding and Sauce, Cheese.	
WEDNESDAY . . .	Coffee and Tea, Fresh Rolls, Butter or Marmalade, Herrings, Minced Collops, Boiled Potatoes, Porridge.	Soup, Roast Beef, Boiled Potatoes, Pickles, Ling Fish and Egg Sauce, Rice Pudding, Cheese.	
THURSDAY . . .	Coffee and Tea, Fresh Rolls, Butter or Marmalade, Veal Cutlets, Irish Stew, Porridge.	Soup, Beef—a la mode, Three Decker, Potatoes, Pickles, Sage Pudding, Cheese.	
FRIDAY . . .	Coffee & Tea, Fresh Rolls, Butter or Marmalade, Lochfine Herrings, Boiled Potatoes, Irish Stew, Porridge.	Soup, Ling Fish and Egg Sauce, Pork and Beans, Veal Pie, Potatoes, Pickles, Suet Pudding, Cheese.	
SATURDAY . . .	Coffee and Tea, Fresh Rolls, Butter or Marmalade, Beefsteak and Onions, Fried Potatoes, Dry Hash, Porridge.	Soup, Corned Beef, and Vegetables, Hot-Pot, Potatoes, Pickles, Tapioca Pudding, Cheese.	

NOTE.—The Bill of Fare may be altered according to circumstances.
 Passengers in this class are provided with Beds, Bedding, and all necessary Utensils, Wash-basins, &c.

STEERAGE BILL OF FARE.

	BREAKFAST. 7-30 A.M.	DINNER. 12 NOON.	TEA. 5 P.M.
SUNDAY	Coffee, Milk and Sugar, Fresh Rolls and Butter, Porridge and Golden Syrup.	Soup, Fresh Meat, Potatoes, Plum Pudding and Sauce; Pickles.	Tea, Milk and Sugar, Bread, Butter and Jam
MONDAY	Coffee, Milk and Sugar, Fresh Rolls and Butter, Irish Stew.	Soup, Roast Beef & Potatoes, Semolina Pudding and Jam; Pickles.	Tea, Milk and Sugar, Fresh Bread, Butter, and Marmalade.
TUESDAY	Oatmeal Porridge and Golden Syrup, Coffee, Milk and Sugar, Fresh Rolls and Butter.	Pea Soup, Pork and Potatoes, Rice Pudding and Stewed Apples; Pickles.	Tea, Milk and Sugar, Fresh Bread, Butter and Jam.
WEDNESDAY	Coffee, Milk and Sugar, Fresh Rolls and Butter, Irish Stew.	Soup, Beef and Potatoes, Plum Pudding & Sauce; Pickles.	Tea, Milk and Sugar, Fresh Bread, Butter and Marmalade.
THURSDAY	Coffee, Milk and Sugar, Fresh Rolls and Butter, Oatmeal Porridge and Golden Syrup.	Soup, Fresh Meat and Potatoes, Semolina Pudding & Prunes; Pickles.	Tea, Milk and Sugar, Fresh Bread, Butter and Jam.
FRIDAY	Oatmeal Porridge and Syrup, Coffee, Milk and Sugar, Fresh Rolls and Butter.	Pea Soup, Ling Fish and Sauce, Pork and Potatoes, Rice Pudding and Stewed Apples; Pickles.	Tea, Milk and Sugar, Fresh Bread, Butter and Marmalade.
SATURDAY	Coffee, Milk and Sugar, Fresh Rolls and Butter, Irish Stew.	Soup, Meat and Potatoes, Semolina Pudding and Prunes; Pickles.	Tea, Milk and Sugar, Fresh Bread, Butter and Jam.

Unlimited supply of Fresh Bread at all meals. Navy Biscuits always ready. Wine and Spirits, Chicken Broth, Barley Soup, Beef Tea. Fruit and Water. Biscuits are served free to sick Passengers as Medical Comforts on the order of the Medical Officer. Hot Water from 8 a.m. to 3 p.m. for Women and Children's Morning and Afternoon Tea. N.B Gruel at 8 o'clock every night.

MATRONS ARE APPOINTED FOR THE STEERAGE AND 2ND CABIN to attend to the wants of Female Passengers and Children during the voyage.

Experienced and *fully qualified* Surgeons are attached to each Steamer, and in case of sickness of any description, medicine and medical attendance is furnished without charge.

THE LANDING PORTS.

The Government Authorities and the Railway Agents at Quebec are advised as soon as the Steamships pass Father Point (about 200 miles from Quebec), and arrangements are made to receive the passengers. The same information is also telegraphed to the Government Agents at Toronto and other Depôts in the interior, and by the time the passengers arrive these officials are prepared to give all necessary assistance.

The steamers land passengers at the railway wharf, and passengers and luggage are transferred from the ship to the train free of cost. By this arrangement *all incidental expenses are saved*, and passengers are able to proceed on their journey West without inconvenience, expense, or loss of time.

Depôts or stations for the reception of Emigrants are provided at Quebec, Montreal, Halifax, Toronto, Winnipeg, Brandon, Medicine Hat, Calgary, Vancouver, and Victoria, B.C.

Officers of the Government travel with Emigrants on the trains, to see that their wants are properly provided for, and that they are not subjected to any imposition on the road. The Allan Line also employ **Special Conductors** who meet the Steamers on arrival, give every assistance to the passengers, and accompany them on the railway.

The trains stop at intervals on the route for passengers to obtain refreshments, and meals are provided, under the supervision of the Government Agents, at moderate charges.

Emigrants holding through tickets, and wanting to get information at the port of landing, may delay their journey for that purpose, as the railway or steamboat company will take charge of their luggage until they are ready to go forward to their destination.

RATE OF WAGES.

The rates of wages vary in the different Provinces, but a good deal depends upon the occupation and capabilities of the individual. The inducement to go to Canada is, however, not simply higher wages and good living among kindred people under the same flag, in a naturally rich country, possessing a pleasant and healthy climate, but the confident hope which the poorest may have of becoming a landowner, and, while securing a competency for himself, he may comfortably settle his children in a manner he could not hope to do among the crowded population of the old world.

There are many instances of people who emigrated to Canada only a few years ago, and landed without any means whatever, who are now comparatively wealthy.

MONEY.

Passengers taking large sums of money will find the safest plan is to purchase a draft from some respectable Bank. Most English Banks have agents in nearly all the large Cities in Canada and the States, so that Passengers can easily cash the Drafts when they arrive out. Small sums should be taken in gold, as sovereigns and half sovereigns are always worth their full value. The following table shews the relative value of English and American Money.

MONEY TABLE.

<i>Sterling into Dollars and Cents.</i>			<i>Dollars and Cents into Sterling.</i>		
	\$	cts.		£	s. d.
1d. Sterling is . . .	0	01	1 cent is . . .	0	0 ½
1d. " " . . .	0	02	1 dollar is . . .	0	4 2
1s. " " . . .	0	24	4 dollars are . . .	0	16 8
£1 " " . . .	4	87	5 " " . . .	1	0 10

For small change, the Halfpenny sterling is 1 cent, and the Penny sterling is 2 cents. For arriving roughly at the approximate value of larger figures, the Pound sterling may be counted at 5 dollars. The sign (\$) is used to indicate the dollar.

Letters for Passengers can be addressed to the care of the Company's Office at Liverpool, when posted in time to reach Liverpool on the **Morning of Sailing.**

The Manitoba Government officials have issued the following particulars for the information of intending settlers, farm labourers, ordinary labourers, artisans, domestic servants, &c., desirous of emigrating to Manitoba and the North-West Territories of Canada.

Manitoba and North-West Canada is essentially an agricultural country, and it is well adapted for mixed farming. Wheat, oats, barley, flax, and in fact, nearly all cereals such as are grown in Great Britain are capable of being produced in large quantities, and of excellent quality.

At the Chicago Exhibition of 1893 Manitoba Wheat received a high award, whilst at the Millers' International Exhibition of June, 1892, it carried off the Champion Gold Medal.

At the Chicago Exhibition 75 per cent. of the Manitoba Cheese Exhibits received high awards.

From the Canadian census it is found, that between 1881 and 1891 horses in Manitoba increased 418 per cent., sheep 600 per cent., and swine about 300 per cent.

During the same period cattle increased about 170,000.

In some parts of Manitoba and the North-West there is an abundant supply of timber for fuel and fencing purposes. In other parts where the supply is not so large, there is plenty of coal of good quality, which is now being marketed.

Farm labourers and those who, possessing health and strength, are willing to engage in outdoor occupations can usually obtain employment at remunerative wages, and if by saving habits they accumulate a little money they will have the prospect of establishing themselves on a homestead of their own, and thus become their own masters.

Good Farm Hands can obtain from 18/- to 25/- per week, and board and lodging in addition. At certain seasons of the year carpenters, stonemasons and bricklayers are in demand and obtain high wages, but those who wish to follow these trades are not advised to emigrate in large numbers.

Domestic Servants are always in demand and command high wages. general servants obtain from £25 to £30 per year, whilst cooks, &c., obtain higher wages.

Upon arrival in Winnipeg settlers should in all cases call upon the Government Agents, who will do all in their power to advise and assist them.

CROPS IN ONTARIO

The harvest of 1893 has been somewhat disappointing throughout the greater part of Ontario owing to unfavourable weather at a critical stage of the growth of the crops. Hay, however, has been an exceptionally large crop and of excellent quality.

Domestic Servants are in greater demand than ever all over the Province of Ontario, and readily meet with situations at high wages. Good Farm Hands are also in constant demand.

In Ontario any head of a family, whether male or female, having children under 18 years of age, can obtain a grant of 200 acres; and a single man over 18 years of age, or a married man having no children under 18 residing with him, can obtain a grant of 100 acres. This land is mostly covered with forest, and is situate in the northern and north-western parts of the Province.

PAYMENT OF PREMIUMS FOR FARM PUPILS IN CANADA.—The attention of young gentlemen and parents and guardians is directed to the following remarks in the Official Handbook issued by the Canadian Government, on the subject of paying premiums for learning farming in Canada:—

"The question is often asked if it is necessary for young men wishing to take up farms in Canada, but desiring before doing so to acquire a knowledge of agriculture, to pay premiums either to persons in this country or in the Dominion of Canada for that purpose. *It may, therefore, be plainly stated that no premiums are necessary.* Strong and healthy young men from 18 to 21 years of age, who are prepared to accept for a time the hard work and surroundings more or less inseparable from a farm labourer's life, have no difficulty in getting employment in the spring; and the agents of the Government in Canada will assist them as far as possible in doing so without charge, although, of course, without accepting any direct responsibility. Being without experience, they will not get much wages at the commencement of their employment, but as they acquire skill they will be able to command remuneration in proportion to the value of their work. Great care should be exercised in deciding whether the young men are suited to the life that is proposed."

The "*Canadian Gazette*" * in a recent issue also drew attention to this subject as follows:—Experience teaches that a young fellow, whether he possesses capital or not, had far better steer clear of all such inducements. Let him place himself on arrival in Canada under the direction of the authorised agents of the Dominion or Provincial Governments, go to a farmer with a determination to gain a practical knowledge of the ways of the country by working with his hands, and sell his labour for what it will fetch. Everything in the nature of a premium should be avoided. It is unnecessary, and may be the accompaniment of trouble. If the new comer has the right stuff in him, he will find plenty of demand for his services without any premium at all, and two or three years' experience gained by hard work on a farm will be found the best possible introduction to an independent career.

"There is the alternative of a course at the Ontario Agricultural College (for particulars see p. 59 of the Official Handbook), where an entrance examination in elementary subjects has to be passed. There is also a School of Agriculture at Truro, Nova Scotia, with a farm in connection, where pupils can receive a good practical agricultural education, but young men desiring agricultural experience in Canada should communicate in the first instance with the Allan Steamship Co."

* The "*Canadian Gazette*" is published weekly in England, at 1, Royal Exchange Buildings, London, E.C., and should be read by all intending visitors or emigrants to Canada.

STATISTICS SHOWING THE PROGRESS OF MANITOBA.

The following figures tell far better than many closely-printed pages can do, of the prosperity and progress made by Manitoba settlers. In the four past years the land under cultivation in the Province of Manitoba has more than doubled.

	1881.	1886.	1893.
Population of Province	62,260	108,640	180,000
Number of Public Schools about	120	422	627
" Post Offices		—	600
" Miles Railway about	275	998	1,700
" Acres of land under	No statistics kept.		
Crop		629,000	1,553,262
" Wheat	"	380,231	1,003,640
" Oats...	"	159,450	388,529
" Barley	"	69,305	114,762

THE NORTH-WEST HARVEST, 1893.

MR. W. W. OGILVIE, president of the Montreal Board of Trade, on his return to Montreal from his annual autumn trip of inspection in Manitoba and the North-West, made the following report:—"This year's crop in Manitoba and the Territories is of a very superior quality. The weather for harvesting and threshing and for hauling the grain to the elevators has been exceedingly fine, and the only drawback to the farmers are the low prices prevailing, not only there but throughout the world. This season's crop will grade at least 75 per cent. No. 1 hard—the best quality in the market. The yield, both in point of quality and otherwise, surpasses that of last year, and especially as frost rendered no damage. The east-bound movement of grain has begun. Thus far the receipts at my Montreal mills of this season's crop exceeds 150,000 bushels, and we have also stored 330,000 bushels in the Fort William Elevator. The daily deliveries at interior elevators in Manitoba and the North-West now vary from 150,000 to 175,000 bushels per day. During my travels I noticed that the farmers are gradually engaging in mixed farming. This is a move in the right direction. There is also a tendency to locate on farm lands near Winnipeg. Of Winnipeg itself I cannot speak too highly. The improvement since last year is simply marvellous, and augurs well for the future of that country. The population is increasing at a rapid rate, while there is no boom, building operations have been carried on this season on a very extensive scale. The city wears a solid and prosperous appearance."

The Winnipeg "Commercial" of October 23rd says:—"In Manitoba the receipts at country points have been unprecedentedly heavy, and the quality all over has been good, the inspection showing more of No. 1 hard than of all other grades put together."—"Canadian Gazette," 23rd November, 1893.

Any one desiring to learn fully of the resources of Western Canada, including Manitoba, the North-West Territories, and British Columbia, should subscribe for the "WESTERN WORLD," a Monthly Illustrated Magazine, published at Winnipeg, Canada, price of which, including postage to Europe, is 6/- a year. Money Orders to be made payable to Acton Burrows, at Winnipeg. Single copies, Sixpence, Post Free.

CALGARY AND EDMONTON DISTRICTS

LETTERS FROM A SETTLER.

"South Edmonton, Alberta, Canada, "July 4th, 1893."

"Dear Sir,—It gives me great pleasure in thanking you for your good advice when I left England for Canada. I have been in Edmonton now about six months, having arrived in January, in the very midst of winter. So I think I can give you a very fair account of the North-West. I am glad to say I like the country very much, although it is subject to be very cold in winter; but it is dry, and, therefore, you can get about without fear of getting wet or catching cold. The winters here are rather longer than in England, but the days in summer are both longer and warmer, the sun not setting until ten o'clock in the month of June, and rising again at four in the morning. The land here is very rich, and forces the crops in great style when the spring opens.

Everything I sowed in the garden was up in three days, except parsnips and potatoes. I have seen turnips, radishes, &c., pulled within a month in the open ground. Oats and barley cannot be exceeded. I have seen oats that weighed 41 lbs. to the bushel grown within ten miles of this town. Wheat is very subject to smut, but this, I think, can be remedied as the country gets settled up. The soil here is a rich black loam, about 18 inches thick, with a sandy clay subsoil. I never saw cattle do so well as they do here on the prairie. I know some cattle that were so poor in the month of January that they could scarcely get about, not being properly fed through the winter, and now they are nearly fit for the butcher. There is no mistake but it is one of the finest cattle districts that possibly could be.

I have taken up a homestead about seven miles from town, some parts of which is rather brushy, but it is easily cleared. You can obtain all open land by going a little further from town; but for mixed farming I prefer some brush. Sheep farming would, I think, pay well here. I had not the least difficulty in getting land to suit my fancy, and the Government agents give you every particular in regard to homesteads.

I should not advise any one with small capital to come here in the fall, as things are very slack through the winter. If a man comes in the spring he can get on a farm much easier and cheaper, as he can begin right away, and have a place fixed before the winter sets in, and provision made for himself and his cattle. Settlers are flocking in great numbers from the States, as well as from Europe, and all seem to like the country. The early spring is the best time to arrive. Oats are selling here now at 50 cents per bushel of 34 lbs., barley has been as high as 55 cents per bushel, potatoes \$1 per 60 lbs., and other produce has been bringing equally good prices."—J. H. NORTHCOTE.

DEAR SIR,—I now take the opportunity to answer your letter; many thanks for same, also papers.

We are having some very fine weather here now, pretty cold at night, but fine and warm in the daytime. We have had no snow to speak of, yet, it has only laid about a couple of days and then disappeared.

Farmers are busy threshing now. The wheat this year is A1, but it is only fetching 50 cents. Oats and barley have yielded well, the latter being of first-class colour. Oats are realising 25 cents, barley about 30 cents, potatoes 40 cents per bushel, cabbage 2 to 3 cents per lb., and onions 3 cents per lb. All these vegetables farmers can grow any amount of, and there is very little labour attached.

What is wanted here is a capitalist to open up a pork and cheese factory, which would be situated in the centre of the finest lands in the North-West. The settlers are arriving by every train from all parts of the States. It is calculated that from two to three hundred families will come in between now and the spring, thus giving ample proof of the advantages to be obtained in Alberta above those in the United States. Cows and pigs are much sought after, and good stock is worth from 35 dols. to 40 dols. per head.

When I came here last spring there were but twelve buildings in South Edmonton; but buildings have been continually going up, and besides South Edmonton can boast of having the largest and finest hotel in the Province, which has just been completed and will be opened on December 1st; it is situated about one minute's walk from the railway depôt. Town lots are being sought after every day.

Coal is now being shipped by almost every train from here to Calgary from what are known as the White Mud coal pits, which is considered to be the best coal in this district. In fact, the whole town is a vast bed of coal, which can be had at the pits for one dollar per ton. Lumber is one of the dearest articles to be had, having to be shipped from British Columbia.

There is one thing to say of this country—it is one of the healthiest that could be, the reason being, I suppose, because it is so dry, and not damp and wet when it is cold. I have known several come here suffering from asthma and consumption, and they have found great benefit from it.—Yours respectfully,

J. H. NORTHCOTE.

South Edmonton, November 18th, 1893.

MR. JAMES SUMMERVILLE, a farmer of Armagh, North of Ireland, who has been looking through the North-West with a view of finding a suitable location to settle in, says that "The North-West as a whole exceeded his highest expectations, but the district lying between Edmonton and Beaver Hills is a splendid country for mixed farming. That is where he intended to locate. He said he would return home and sell out, and induce as many as possible of his neighbours to come out."

MR. SHELTON, one of the Government Delegates, says in speaking of these districts:—"When he came to the Calgary and Edmonton districts he found a high class of culture. On one farm, he says, they visited a herd of about forty useful dairy beasts, as well as a large number of young steers, calves, &c., of various breeds. The butter was very fine in taste, and sells readily in the locality for 20 cents (10d.) per lb. in summer, to 30 cents (1s. 3d.) in winter. There is also a good local demand for pork at 5d. per lb. and mutton at 4½d. to 5d. per lb.—prices which, considering the very low cost of production, must, he thinks, be considered very satisfactory."—*"Canadian Gazette," 23rd November, 1893.*

A VISIT TO AMERICA BY THE ALLAN LINE.

To the Editor of the "Wigan Examiner."

SIR,—Indisposition and other unavoidable causes have prevented the fulfilment of my long-standing promise to relate in lecture my experience and observations during my visits to America. The lecture season is past, but as there are many in this and the surrounding districts who contemplate a pleasure trip across the Atlantic, whilst a considerable number of our working people are bent upon emigration, and requests for guidance are from time to time addressed to me by both of these classes, it may be an advantage to them if I briefly summarise some of the information and suggestions I trust to present to them respecting America more amply in the form of a lecture.

First, a word in reply to the enquiry as to the line of steamers. Most unhesitatingly and emphatically I recommend the Allan Line, and for these reasons. The St. Lawrence route is the shortest, safest, cheapest, most comfortable, and most interesting.

(1). It is the Shortest. In summer it is only five days and a half ocean sail from Moville, near Londonderry, where the boats take in the Irish mails. The rest of the passage is in view of the land and in comparatively smooth water.

(2). It is the Safest. First, because there is much less traffic by this route, and secondly, safety is really and truly the first consideration of the Company. The owners of this Line are not frantically straining every nerve, to beat the record by a *few minutes*, but enforce most rigidly their rule, which I can testify from experience is observed, that in case of fog the speed must be reduced to dead slow. Another guarantee of extreme carefulness is, I venture to think, afforded by the fact that the steamers are not insured.

(3). It is the Cheapest. The Through Fares by this Line to inland places in Canada and the Western States are lower than by any other route. Where time is an object, and the desire to see as well as to sail, I would recommend the direct route to Quebec.

(4). It is the most Comfortable. The absence of the rush and excitement inseparable from a large crowd is no small factor in the restoration of the weak, the over-worked, and the jaded. I have circumnavigated the globe, I have sailed in many ships on many seas, but I never spent a happier week in my life than on board an Allan Steamer. Steerage Passengers will find the accommodation excellent, and the food good and abundant, while for a few shillings they are relieved from the expense, inconvenience, and trouble of providing their own bedding and eating utensils for the voyage. I found everything to be very satisfactory—the accommodation good, and the places well ventilated and airy.

(5). It is the most Interesting. The sail through the Gulf and up the river of St. Lawrence is exceedingly fine. The St. Lawrence is one of the grandest and most interesting rivers in the world.

Canada is developing with extraordinary rapidity, and affords a grand field for the English emigrant. From all I have heard of the experience of the Wigan colliers who have returned from Pennsylvania, I expect that they would do much better in the coal district of Nova Scotia, but of this I hope to be able to speak with greater confidence after personal observation and enquiry.

Ince Vicarage, May 21st, 1890.

(CANON) THOS. F. FERGIE

CALENDAR FOR 1894.

JANUARY.						FEBRUARY.						MARCH.						
Sunday	...	7	14	21	28	Sunday	...	4	11	18	25	Sunday	...	4	11	18	25	...
Monday	1	8	15	22	29	Monday	...	5	12	19	26	Monday	...	5	12	19	26	...
Tuesday	2	9	16	23	30	Tuesday	...	6	13	20	27	Tuesday	...	6	13	20	27	...
Wed.	3	10	17	24	31	Wed.	...	7	14	21	28	Wed.	...	7	14	21	28	...
Thurs.	4	11	18	25	...	Thurs.	1	8	15	22	...	Thurs.	1	8	15	22	29	...
Friday	5	12	19	26	...	Friday	2	9	16	23	...	Friday	2	9	16	23	30	...
Sat'day	6	13	20	27	...	Sat'day	3	10	17	24	...	Sat'day	3	10	17	24	31	...
APRIL.						MAY.						JUNE.						
Sunday	1	8	15	22	29	Sunday	...	6	13	20	27	Sunday	...	3	10	17	24	...
Monday	2	9	16	23	30	Monday	...	7	14	21	28	Monday	...	4	11	18	25	...
Tuesday	3	10	17	24	...	Tuesday	1	8	15	22	29	Tuesday	...	5	12	19	26	...
Wed.	4	11	18	25	...	Wed.	2	9	16	23	30	Wed.	...	6	13	20	27	...
Thurs.	5	12	19	26	...	Thurs.	3	10	17	24	31	Thurs.	...	7	14	21	28	...
Friday	6	13	20	27	...	Friday	4	11	18	25	...	Friday	1	8	15	22	29	...
Sat'day	7	14	21	28	...	Sat'day	5	12	19	26	...	Sat'day	2	9	16	23	30	...
JULY.						AUGUST.						SEPTEMBER.						
Sunday	1	8	15	22	29	Sunday	...	5	12	19	26	Sunday	...	2	9	16	23	30
Monday	2	9	16	23	30	Monday	...	6	13	20	27	Monday	...	3	10	17	24	...
Tuesday	3	10	17	24	31	Tuesday	...	7	14	21	28	Tuesday	...	4	11	18	25	...
Wed.	4	11	18	25	...	Wed.	1	8	15	22	29	Wed.	...	5	12	19	26	...
Thurs.	5	12	19	26	...	Thurs.	2	9	16	23	30	Thurs.	...	6	13	20	27	...
Friday	6	13	20	27	...	Friday	3	10	17	24	31	Friday	...	7	14	21	28	...
Sat'day	7	14	21	28	...	Sat'day	4	11	18	25	...	Sat'day	1	8	15	22	29	...
OCTOBER.						NOVEMBER.						DECEMBER.						
Sunday	...	7	14	21	28	Sunday	...	4	11	18	25	Sunday	...	2	9	16	23	30
Monday	1	8	15	22	29	Monday	...	5	12	19	26	Monday	...	3	10	17	24	31
Tuesday	2	9	16	23	30	Tuesday	...	6	13	20	27	Tuesday	...	4	11	18	25	...
Wed.	3	10	17	24	31	Wed.	...	7	14	21	28	Wed.	...	5	12	19	26	...
Thurs.	4	11	18	25	...	Thurs.	1	8	15	22	29	Thurs.	...	6	13	20	27	...
Friday	5	12	19	26	...	Friday	2	9	16	23	30	Fri.	...	7	14	21	28	...
Sat'day	6	13	20	27	...	Sat'day	3	10	17	24	...	Sat'day	1	8	15	22	29	...

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ATLANTIC ROYAL MAIL SERVICE.

Steamer.	Tons.	Captain.	Steamer.	Tons.	Captain.
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AUSTRIAN	2632.	Fairfull.	NUMIDIAN	4907.	McNicol.
BUENOS AYREAN	4005.	Vipond.	PARSIAN	5365.	Ritchie.
BRAZILIAN	3203.	Whyte.	PERUVIAN	3262.	McDougall.
CANADIAN	2911.	Moor.	PHENICIAN	2425.	McCulloch.
CARTHAGINIAN	4214.	France.	POMERANIAN	4364.	Stirratt.
CASPIAN	2738.	Watts.	PRUSSIAN	3030.	McAdam.
CIRCASSIAN	3724.	Gilmour.	ROSARIAN	3077.	Dunlop.
COREAN	3438.	Main.	SARDINIAN	4384.	Richardson.
GRECIAN	3618.	Nunan.	SARMATIAN	3920.	Johnstone.
HEBERNIAN	2997.	Wallace.	SCANDINAVIAN	3068.	Gunson.
LAURENTIAN	4522.	Moore.	SIBERIAN	3904.	Park.
LUCERNE	1925.	Cumming.	STATE OF PENNSYLVANIA	2482.	
MANITOBAN	2975.	Eastaway.	STATE OF NEBRASKA	3986.	Brown.
MONGOLIAN	4909.	Barratt.	STATE OF NEVADA	2459.	
MONTE VIDEAN	3076.	Calvert.	STATE OF CALIFORNIA	4244.	Braes.
NESTORIAN	2726.	Stewart.	WALDENSIAN	2306.	Brodie.

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